United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestmut Street
Philadelphia Memorania 19104 2004



July 18, 2003

ER 03/508

Mr. Norman R. Stoner, P.E. Division Administrator Federal Highway Administration 3250 Executive Park Drive Springfield, Illinois 62703

Dear Mr. Stoner

The U.S. Department of the Interior (Department) has reviewed the May 2003 Draft Environmental Impact Statement (DEIS) for US-20 (FAP 301), from SR-84 north of Galena to Bolton Road northwest of Freeport, in Jo Daviess and Stephenson Counties, Illinois. The DEIS adequately addresses the concerns of the Department regarding fish and wildlife resources, as well as species protected by the Endangered Species Act. We find the preferred alternative acceptable with respect to these resources and species. The Department offers the following comments and recommendations for your consideration with respect to other aspects of the proposed action.

National Rivers Inventory

The DEIS correctly indicates that two rivers in the project area, the Apple and the Pecatonica, are listed on the National Rivers Inventory (NRI). The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. These rivers were included on the NRI based upon their free-flowing condition, the degree to which the rivers and their corridors are undeveloped, exceptional water quality, and the outstanding natural and/or cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild and Scenic Rivers Act requires that, "In all planning for the use and development of water and related land resources, consideration shall be given by all Federal Agencies involved to potential national wild, scenic and recreational river areas."

Section E.6.2 of the Summary (page S-9) and Subsection 4.7.1.1 (page 4-88) indicate that the proposal includes construction of bridge crossings over the Apple River. The DEIS states that "the final overall bridge lengths, number of spans and number and types of substructure units will be determined during the final design phase. The bridges will be designed to avoid and minimize impacts to the scenic and recreational values of the Apple River." While we are pleased the Federal Highway Administration will seek to avoid and minimize impacts to the outstandingly

162

We appreciate the opportunity to provide these comments.

Sincerely,

Michael T. Chezik Regional Environmental Officer

cc: Mr.

Mr. Gregory L. Mounts, P.E. District Engineer Illinois Department of Transportation 819 Depot Avenue Dixon, Illinois 61021-3500 remarkable values (ORV's) of the NRI rivers, it is our experience that bridges will inevitably lead to scenic impacts and, consequently, impacts to recreational values. The DEIS fails to discuss the magnitude of impact to ORV's that would be associated with additional crossings. We recommend that the Final EIS include an evaluation of the direct, indirect, and cumulative impacts to the ORV's associated with the proposed bridge crossings. We recognize that fully avoiding these impacts would require eliminating river crossings altogether, which is not a feasible option if the purpose of and need for the project is to be met.

Section 4.15 (page 4-158) identifies commitments and mitigation measures that will be implemented to reduce impacts of the proposed project. Please include measures to minimize impacts to the free flowing condition, scenic, and recreational resource values of the Apple River. We recommend minimizing removal of riparian trees and vegetation within the NRI stream corridor; the incorporation of design features, such as the use of naturally tinted concrete piers and abutments for any bridge work to minimize visual intrusions; and the use of native plantings along the stream bank corridor. Aggressive erosion and sediment controls should be in place throughout the duration of the project. If deemed necessary, we suggest the use of native rock materials and other "soft" hardening techniques, rather than the use of rock rip-rap. We also recommend that consideration be given to moving the bridge crossings approximately 100 feet to the northeast and orienting the crossings as closely as possible to perpendicular to the river if such a modification would still allow the highway to meet design standards while reducing the potential need to have any of the bridge piers in the waterway.

Groundwater Resources

Subsection 2.8.1.6, second paragraph (page 2.52): The paragraph asserts that the project will not violate the 200-foot radius wellhead protection setback zone because it does not introduce a new source or route of ground-water pollution. The paragraph describes examples of sources as bulk road oil or deicing salt storage facilities. However, washoff from the roadway is identified as a potential source of ground-water contamination in Subsection 2.8.1.7 Groundwater Quality, page 2-53, second paragraph. Substances that could be present in the washoff include vehicle deposits, such as exhaust, rubber particles from tires, and fluid leaks; deicing salts; and herbicides used to control roadside vegetation. We recommend that the last two sentences of the second paragraph of subsection 2.8.1.6 be removed or revised to indicate that washoff could affect ground-water supplies and to make this paragraph consistent with the one on page 2-53. The same discussion of "sources" occurs in the first full paragraph on page 4-78 and should be similarly modified.

The Department has a continuing interest in working with the Federal Highway Administration and Illinois Department of Transportation to ensure that impacts to resources of concern to the Department are adequately addressed. If you have questions regarding the NRI comments, please contact Ms. Sue Jennings, Regional Environmental Coordinator, National Park Service, Midwest Regional Office, 1709 Jackson Street, Omaha, Nebraska 68102, phone: 402-221-3493.

	Mr. Heggy L. Maux, O. E.
	District Eigenei
	100+
	S19 Depart any
	Dipan, Ill 6/021-3500 7-20-03
-	Que Mr. Mounte
	It has been bright a my attaction what
	the gorgand Pouts 20 Frema world by a
	at factor 2/1 contrary. The DE15, seconds
_	med while did not able the surround to empare
	of the high wolum of truck toffe which its
	Frught andgin Francisch of 1800 has prelited
	will are to NAPTA injuring system.
	March amia Survey Contitue land of a
	defer no motive that, milles of the might
	they are part for the Point to Francy originally in
	The unger character of the country will in for Daven;
	County does not less that go the construction of
	the juryand Freung with the requirement of linger
	Timber
	The lack of fell disclower go requirely 15 ft wakes
	do DE 15 invalid a get by sig to serving the finds to brill this grape
	Clear cafein that excellent will be judy any down tates
	and to the Kedney Highery Worter . Singly the W Bay
	Blizehith. Il 6022 Alen W. Bird

THE NATIONAL HIGHWAY SYSTEMS



The preferred alternative is the Longhollow Freeway with South Simmons Mound Alternate. After reviewing the DEIS, we have the following comments and recommendations:

Karst Areas and Groundwater Contamination

We are concerned about potential groundwater impacts from the project within karst areas. According to the DEIS, the project area contains karsitic features such as caves and sinkholes. Roadway construction projects in karst areas is notable because groundwater is very susceptible to stormwater contamination. The DEIS does not quantify the acreage of karst areas affected by each build alternative; therefore it is not possible to compare the alternatives on this issue. The final environmental impact statement (FEIS) should indicate the acreage of karst topography associated with each build alternative.

The DEIS states, "If karst features are encountered during the design of the selected alternate, special design considerations will be applied to prevent groundwater contamination." However, the DEIS does not describe these special design considerations. Current technical capacity for mitigating adverse impacts to groundwater resources in karst terrain is very limited. The FEIS should include a detailed description of the special design considerations planned for karst areas,

In addition to direct groundwater impacts within karst areas, the project may cause secondary groundwater impacts. Induced development associated with the project may include on-site wastewater treatment systems. Poorly designed or operated on-site wastewater treatment systems could cause groundwater impacts within karst areas. The FEIS does not include information about state, county, or local regulations (e.g., zoning or land use plans) which would protect karst areas from wastewater contamination. The project proponents should conduct an assessment of this information, consider it prior to selecting an alternative, and include the assessment in the

Impaired Water Impacts

We are concerned with the potential of this project to indirectly impact impaired sections of waterbodies in the study area. The Galena River is a waterbody in the study area. listed as an impaired stream under Section 303(d) of the Clean Water Act. The DEIS states that potential sources of its impairment are agriculture, urban runoff/storm sewers, channelization and unknown sources. Under Section 303(d), impaired streams are subject to the Total Maximum Daily Load (TMDL) program, which is used to return the streams to compliance with water quality standards. It is not clear how indirect impacts from the proposed project (e.g., increased stormwater flow rates) would affect the TMDL program goals for the Galena River. The FEIS should provide this information, and describe mitigation commitments to reduce these impacts.

Neotropical Migrant Impacts

We are concerned about impacts to neotropical migrants in the project area. The DEIS states that thirteen species of neotropical migrant birds were identified in the forested parts of the project area. Neotropical migrant populations are declining due to predation, nest parasitism, breeding



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGIONS 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590

JUL 2 1 2003

REPLY TO THE ATTENTION OF B-19J

Norman Stoner, P.E. Division Administrator Federal Highway Administratio 3250 Executive Drive Springfield, Illinois 62703

> Re: Comments on the DEIS for U.S. Route 20, Between Illinois Route 84 (Northwest of Galena) and Bolton Road (Northwest of Freeport), Illinois - EIS No. 030253

- Dear Mr. Stoner:

In accordance with the U.S. Environmental Protection Agency's (U.S. EPA's) responsibilities under both the National Environmental Policy Act and Section 309 of the Clean Air Act, we have reviewed the Draft Environmental Impact Statement (DEIS) for U.S. Route 20, between Illinois Route 84 (northwest of Galena), and Bolton Road (northwest of Freeport), Illinois. The purpose of the proposed project is to provide a transportation facility that properly addresses existing and projected system deficiencies, and seeks to improve the safety and efficiency of the transportation system. The stated needs for the project relate to:

- regional economic characteristics.
- system capacity,
- safety concerns.
- community access, and
- system continuity.

The DEIS evaluates three different management alternative types:

- 1. No Action. Current management plans would continue in the project area under the no-
- Freeway Alternatives. There are 10 different freeway alternatives, which vary by alignment. Each freeway alternative is a divided highway with full access control.
- 3. Expressway Alternatives. There are two expressway alternatives which vary by alignment. Each expressway alternative is a principle arterial highway with partial access control.

164

habitat loss, mortality from avian disease (e.g. West Nile Virus), and habitat destruction along migration routes. According to the DEIS, upland forest impacts among the build alternatives range from 241.9 to 306.2 acres. The DEIS addresses fragmentation impacts to neotropical migrants, and efforts to reduce these impacts. However, it does not address direct impacts to neotropical migrants from forest removal. If the upland forest is removed during a neotropical migrant's nesting season, then any eggs or fledglings left in the nests would be killed. This would be a violation of the Migratory Bird Treaty Act. Direct ecological impacts to neotropical migrants throughout the forest should be explored in greater depth in the FEIS. Also, the project proponents should provide the nesting season dates for the neotropical migrants in the project area, and commit to avoid disturbing these birds' habitat during this time

Forest Impact Mitigation
Finally, we are concerned about mitigation for the preferred alternative's impacts on forest land in the project area. The preferred alternative will impact 273.5 acres of upland forest. Part of the impact area (47 acres) is high quality hardwood forest which buffers the Tapley Woods Conservation Area (a state natural area). The removal of woodland under the build altern is an irreversible commitment of resources, because it would take decades to reestablish the lost forest. An adequate reforestation plan is warranted for mitigation, given the long term period for effectiveness. According to the DEIS, the project proponents would mitigate forest impacts by purchasing 209.85 acres for reforestation. This compensation acreage is less than the 273.5 acres impacted by the preferred alternative. In addition, the purchase of land with established trees does not compensate for trees removed under the project. Instead, an acre of trees should be planted for each acre of trees removed. Therefore, the mitigation section of the FEIS should commit the project proponents to plant trees in an area which equals the area of trees re-under the selected alternative.

In summary, U.S. EPA has identified issues relating to: (1) karst areas and groundwater contamination, (2) impaired water impacts, (3) neotropical migrant impacts, and (4) forest impact mitigation. Based upon our review of this project and its DEIS, we have assigned a rating of "EC-2" (environmental concerns, insufficient information). Please refer to the enclosed Summary of Rating Definitions Sheet. This rating will be published in the Federal Register. If you have any questions or comments, please feel free to contact Newton Ellens, of my staff, at (312) 353-5562.

Sincerely yours. 1 thelist

Kenneth A. Westlake

Chief, Environmental Planning and Evaluation Branch

Office of Strategic Environmental Analysis

Enclosure

Gregory Mounts District Engineer Illinois Department of Transportation

Steve Hamer Transportation Review Program
Division of Natural Resources Review Illinois Department of Natural Resources

Illinois Department of Transportation

Division of Highways / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study - Galena to Freeport

Mr. Les Graham 253 Carver Street Winslow, Illinois 61089

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer Rom E Mad

By: Ross E. Monk Engineer of Program Development

St/us20 Freeport Galena/lbg/graham

SUMMARY OF RATING DEFINITIONS AND FOLLOWUP ACTIONS*

ENVIRONMENTAL IMPACT OF THE ACTION

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantithe proposal. The review may have disclosed opportunities for application of mitigation mecould be accomplished with no more than minor changes to the proposal.

EC—Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO—Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1—Adequate

EFA believes the draft EIS adequately sets forth the environmental impart(s) of the preferred alternative and those of the alternatives reasonably avail able to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category >—Insacequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts
of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of
the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the
potentially significant environmental impacts. PDA believes that the identified additional information, data,
analyses, or discussions are of such a magnitude that they should have full public review at a draft stage.
EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309
review, and thus should be formally revised and made available for public comment in a supplemental or
revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a
candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environ



Illinois Department of Transportation

Division of Highways / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Jim Cichock 515 North Court Street Rockford, Illinois 61103

Dear Mr. Cichock:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system capacity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts District Engineer

Ra EMI By: Ross E. Monk

Engineer of Program Development

St/us20 Freeport Galena/lbg/cichock



Illinois Department of Transportation

Division of Highways / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Paul Holz 1468 South Burchard Road Freeport, Illinois 61032

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer

By: Ross E. Monk Engineer of Program Development

St/us20 Freeport Galena/lbg/holz



Illinois Department of Transportation

Division of Highways / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Gary Vehmeier 8481 North Lake Road Lena, Illinois 61048

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has looked at your suggestions regarding a second interchange for Lena. However, due to overall cost and system benefit, the interchange suggestions have not been implemented. The selection of the preferred alternate, including the location of interchanges, involved detailed engineering studies and extensive local coordination.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

By: Ross E. Monk Engineer of Program Development

St/us 20 freeport galena/lbg/vehmeier



Illinois Department of Transportation

Division of Highways / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. John Cox JDS Four Lane Highway Association 612 Spring Street Galena, Illinois 61036

Dear Mr. Cox:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the beautiful public input. the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer

R- EMS

By: Ross E. Monk Engineer of Program Development

St/us20 Freeport Galena/lbg/cox



Illinois Department of Transportation

Division of Highways / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies & Plans Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Jim Leamy 11882 Dunnloggin Road Lena, Illinois 61048

Dear Mr. Leamy:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely.

Gregory L. Mounts District Enginee

By: Ross E. Monk Engineer of Program Development

St/us20 Freeport Galena/lbg/le



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Gerald Estes Ms. Annette Yonke 10405 Bellevue Road Orangeville, Illinois 61060

Dear Mr. Estes and Ms. Yonke:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at thighland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts District Engineer

District Engineer

Rese & Made

By: Ross E. Monk Engineer of Program Development

St/us20 Freeport Galena/lbg/estes yonke

Page 2 US 20 Glacier Shadow Pass Study

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely

Gregory L. Mounts District Engineer

By: Ross E. Monk Engineer of Program Development

St/us 20 freeport galena/lbg/cassidy



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Michael Cassidy 26 Northwest Avenue Freeport, Illinois 61032

Dear Mr. Cassidy:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

In your comments you expressed a concern that borrow pits and interchanges have a pleasant appearance. The Department is also very concerned about the aesthetic impacts throughout the project. The location and use of all borrow pits will follow the requirements and specifications as set forth in policy. Our policy states, in part, that "Under no condition shall borrow sites detract from the appearance of the natural topographic features..." Specific requirements restrict location sideslopes and surface treatments, all geared toward improving aesthetics and reducing environmental impacts. As for interchanges, the primary goal of the Department is to provide a safe facility for the public. Be assured the Department identifies and assesses any natural and environmental impacts and weighs the costs against the benefits before making decisions as to the design of various components of any project.



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Sections 43-1, -2, -3, -4, -5, & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Bob and Shirley Kleckner 465 West Columbia Avenue Stockton, Illinois 61085

Dear Mr. and Mrs. Kleckner:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment bisecting and landlocking portions of your property. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

Generally, the Department remains flexible when dealing with landlocked parcels. Two possible compensation options exist. The Department either pays severance damages or purchases the remnant. When compensations take place, the Department is obligated to pay a just level of compensation, which will include any fair market value reduction of the remaining property. This would extend to purchase of buildings as well as land.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer

m & Mak By: Ross E. Monk

Engineer of Program Development

ST/vv-0106 us glacier 2 rspns/pk



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92
US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Albert Scheider 216 Valleyview Drive Box 82 Orangeville, Illinois 61060

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at He Galena Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

In your comments, you expressed a concern that speeding causes many accidents on Route 20. The Illinois Department of Transportation can only designate speed limits. The enforcement of speed limits is the responsibility of the State Police or local law enforcement agencies.

You expressed an understandable concern about the maintenance and/or snow removal for a new highway. The Department makes every effort to provide the highest quality service level on all roadways in our jurisdiction and will continue to oso. Ongoing maintenance costs represent a substantial portion of IDOT's annual budget, and increases in maintenance expenses have been considered in the decisions made. District 2 has been a leader in applying innovative materials and utilizing the latest technologies in all of our maintenance activities (e.g. weather monitoring technologies) to aid in minimizing poor road conditions. Note that the 12-county District 2 area currently has about 5000 lane miles, so the increased maintenance responsibility would be less than four percent. State-wide the percentage would be well below one percent.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.



PROGRAM DEVELOPMENT Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Chris Isbell Stephen County Highway Engineer 295 West Lamm Road Freeport, Illinois 61032

Dear Mr. Isbell

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided

The Department has looked at your suggestions regarding a second interchange for Lena and the extension of A.Y.P. Road. However, due to overall cost and system benefit, the interchange suggestions have not been implemented. The selection of the preferred alternate, including the location of interchanges, involved detailed engineering studies and extensive local coordination.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer

By: Ross E. Monk Engineer of Program Development

St/us 20 freeport galena/lbg/isbell

Page 2 US 20 Glacier Shadow Pass Study

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

- 1. has the least negative impact on environmental resources such as natural
- areas and threatened and endangered species; best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles; best facilitates the travel and market access needs of the local communities;
- provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor; generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
- provides for the maximum use of existing U.S. Route 20 as a scenic route for
- supports the Stephenson County Comprehensive land-use plan which
- recommends a four-lane freeway; and is one of the least costly alternates to build.

Page 3 US 20 Glacier Shadow Pass Study

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer Ra EMI

By: Ross E. Monk Engineer of Program Development

St/us 20 freeport galena/lbg/scheider



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) FAP route 301 (52 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

11752 US 20 East Stockton, Illinois 61085

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 26, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

As part of the land acquisition process, IDOT's policy is to pay fair market value for As part of the land acquisition process, IDOT's policy is to pay fair market value for properties acquired. In some cases, only a portion of a parcel will be acquired. In these situations, separated parcels would remain the property of the current owner. In order to determine our "offer to purchase", an appraiser compares the market value of the original property versus the market value of the remaining parcels). The difference in these values is considered the fair acquisition price, since all factors that affect the value of the property to be acquired, as well as damage to the remaining proceety, are considered. the remaining property, are considered.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer

By: Ross E. Monk Engineer of Program Development

St/us 20 freeport galena/full input/borsdorf



Illinois Department of Transportation

Division of Highways / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Dennis Hamilton 10664 East Rush Town Road Stockton, Illinois 61085

Dear Mr. Hamilton:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that purpose or the proposed action is to provide a transportation tacility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer

By: Ross E. Monk

Engineer of Program Development St/us20 Freeport Galena/tho/hamilton



Illinois Department of Transportation

Division of Highways / District 2 819 Depot Avenue / Dixon, Illinois / 61021-3500 Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. William James 204 East Baldwin Street P. O. Box 103 Apple River, Illinois 61001

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely.

Gregory L. Mounts District Engineer

By: Ross E. Monk Engineer of Program Development

St/us20 Freeport Galena/lbg/james



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Ms. Sharon Shaw 814 East Empire Street Freeport, Illinois 61032

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOTs) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has considered your suggestion regarding the area near Woodbine. However, due to system benefit and design criteria, your suggestion has not been implemented. The selection of the preferred alternate, including the location of interchanges, involved detailed engineering studies and extensive local coordination.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane footblistics.

Under the No-Action Alternative, the proposed project would not be constructed or Under the No-Action Alternative, the proposes project would not be cristicated implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Dick Shouer 24 Coates Place Freeport, Illinois 61032

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Gregory L. Mounts District Engineer

- E Mak By: Ross E. Monk Engineer of Program Development

St/us20 Freeport Galena/lbg/shouer

Page 2 US 20 Glacier Shadow Pass Study

The Department has found that the Freeway Alternates would address traffic safety The Department has found that the Freeway Alternates would address traffic safely in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternatels. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and clitzens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

- has the least negative impact on environmental resources such as natural
- areas and threatened and endangered species; best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles; best facilitates the travel and market access needs of the local communities;
- best racilitates the travel and market access needs of the local communities; provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor; generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives; provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers.
- supports the Stephenson County Comprehensive land-use plan which
- recommends a four-lane freeway; and is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

17 FR 500 7

Gregory L. Mounts District Engineer

By: Ross E. Monk Engineer of Program Development

St/us 20 freeport galena/lbg/shaw



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92 US 20 Glacier Shadow Pass Study - Galena to Freeport

Mr. Armando Villa Ms. Darla Kehn-Villa 826 South Rocky Hill Road Galena, IL 61036

Dear Mr. Villa and Ms. Kehn-Villa:

Thank you for your many comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

This project is needed for the reasons described in the Draft Environmental Impact Statement (DEIS). These include recent and ongoing growth in tourism and second home communities; as well as industrial, mixed-use, and single-family home developments. Safety concerns on the existing system are extensive, and also drive the purpose and need.

Increased tourism and development have led to an increase in traffic along U.S. Route 20. Current IDOT criteria state that a four-lane facility is often justified when traffic reaches the two-way 30th highest hourly volume of the year of 800 vehicles. Currently almost the entire length of U.S. Route 20 within the project study area exceeds the 800 vehicles per hour, ranging from 780 to 1100 vehicles per hour. This means that most of U.S Route 20 within the study area should be four lanes, not by a large.

Although expressways exist both east of Freeport and west of Galena, both traffic demands and safety concerns are clearly better addressed by a freeway.

The importance of having a continuous four-lane roadway from Rockford, Illinois to Waterloo, lowa is to remove two-lane "bottle-necks" where traffic is restricted by slow moving vehicles and numerous points of conflicts (with traffic entering and exiting the roadway) such as along existing U.S. Route 20 within the project study area.

Page 2 US 20 Glacier Shadow Pass Study

Your suggestion of building a two-lane road along the alignment of the Preferred Alternate would not meet the purpose and need for the project since projected traffic would be higher than 800 vehicles per hour and therefore a four-lane facility would be needed.

You may make an appointment to visit the District office in Dixon to view the accident data for the past 20 years. The sheer volume of the data makes it infeasible to include it with this letter. Details regarding the inadequacy of the existing facility can also be reviewed at the Dixon Office.

The cost to build the Preferred Alternate cannot be effectively compared to the cost of constructing Interstate 39 because of drastic difference in terrain between the two projects. Interstate 39 is located in a relatively flat part of the state while U.S. Route 20 has a more severe topography. Not only is the earthwork cost relatively high, but the cost of bridging the many rivers, creeks and valleys raises the construction cost of U.S. Route 20. We cannot ignore the need for transportation improvements in this area due to relatively high costs.

A northerly alignment, the Scales Mound Alternate, was considered by IDOT. The reasons for dismissing this alternate include lack of adequate access to local communities and the Galena Territory, failure to adequately reduce traffic demand along existing U.S. 20, and continuing safety concerns for existing U.S. 20. Refer to pages 3-19 to 3-26 in the DEIS.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely

Gregory L. Mounts District Engineer

Rome & Mak

By: Ross E. Monk
Engineer of Program Development

attachment

St/us 20 freeport galena/lbg/villa

Page 2 US 20 Glacier Shadow Pass Study

In your comments, you expressed concern about the drainage tiles on your farm being affected by this project. Typically, when field tile is encountered during construction, the Department maintains the flow of the field tile along the right-of-way by constructing junction vaults and additional connecting pipes at least? larger than the adjoining pipe. Because we are still in the preliminary stage of development, the specific details on your concern will be addressed at a later date.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely

Gregory L. Mounts District Engineer

Ru E Mak

By: Ross E. Monk
Engineer of Program Developmen

Enclosure

St/us 20 freeport galena/full input/heidenreich



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Dennis Heidenreich 236 West Main Elizabeth, Illinois 61028

Dear Mr. Heidenreich

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment bisecting and landlocking portions of your property. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

Generally, the Department remains flexible when dealing with landlocked parcels. Two possible compensation options exist. The Department either pays severance damages or purchases the remnant. When compensations take place, the Department is obligated to pay a just level of compensation, which will include any fair market value reduction of the remaining property. This would extend to purchase of buildings as well as land.

The State of Illinois expects to build the project in approximately seven usable construction sections, each section taking 2-3 years to construct. The entire project between Galena and Freeport could take 15-20 years to complete, or even longer, depending on availability of funds. In the interim, all affected owners should continue to maintain their property, as condition will be considered in the future appraisal of property and buildings to be acquired.



PROGRAM DEVELOPMENT Studies & Plans FAP Route 301 (US 20) Section 43-1, -2, -3, -4, -5 & 177-1 JoDaviess and Stephenson Counties Job No. P-92-004-92 US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Larry Stoneburner 1048 N. Clark Galena, Illinois 61036

Dear Mr. Stonehumer

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Truck travel in the study area is expected to continue to grow. This truck traffic, primarily local in nature, will be focused along US Route 20 since it is the only major east-west highway in the area. Existing U.S. Route 20 was not designed to accommodate the larger trucks that are currently the norm for the trucking industry, and a new freeway would accommodate the projected traffic mix more effectively.